

Intimation.

W. BOFFEY & Co.

TAILORS,

2, D'AGUILAR-STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of:-

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 21st September, 1896.

[147]

THE YOKOHAMA SPECIE BANK LIMITED.

(Incorporated in Japan under the authority of an Imperial Ordinance No. 59 dated the 6th day of the 7th Month of the 20th Year of Meiji.)

SUBSCRIBED CAPITAL.....Yen 12,000,000
PAID-UP CAPITAL.....5,250,000
RESERVE FUND.....5,010,000Head Office:-
YOKOHAMA, JAPAN.Branches and Agencies:-
Kobe, London, New York, Lyons, San Francisco, Honolulu, Bombay, Shanghai.London Branch:-
120, BISHOPSGATE STREET, WITHIN.London Bankers:-
THE UNION BANK OF LONDON, LTD.,
THE LONDON JOINT STOCK BANK, LTD.,
THE PARSONS BANKING CO. and the ALLIANCE BANK, LTD.Shanghai Agency:-
No. 21, THE BUND.
Hongkong Agency:-
No. 6, PRAYA CENTRAL and ICE HOUSE STREET.

DRAFTS granted on all the Principal Places in JAPAN and CHINA, and on the Principal Commercial Centres in EUROPE, INDIA and AMERICA, and every description of Exchange Business Transacted.

NAO NABEKRA,
Agent.

Hongkong, 21st September, 1896.

NOTICE.

UNDER the Authority of the Directors and with the sanction of the Japanese Minister of State for Finance, I have this day OPENED an AGENCY of the above BANK at No. 6, PRAYA CENTRAL and ICE HOUSE STREET, Victoria, Hongkong.

NAO NABEKRA,
Agent.

Hongkong, 22nd September, 1896.

NOTICE.

HONGKONG RIFLE ASSOCIATION.

INTERPORT MATCH PRACTICE COMPETITIONS for SPOONS over the 300, 500 and 600 yards distances will take place each SATURDAY during the present month, commencing TO-MORROW, the 10th instant. Special extra SPOONS of increased value will be awarded to the Five Competitors making the highest total aggregate for three competitions. LEE METFORD RIFLES:-Civilian Members and others requiring the LEE METFORD RIFLES for these competitions are requested to communicate with the undersigned. AMMUNITION:-Members practising for the Interport Match will be supplied with Cordite Ammunition at the reduced price of \$3.00 per 100 rounds on application to the Hon. Secretary.

Filing will commence each day at 3.30 P.M.
F. SMYTH,
Honorary Secretary.

Hongkong, 9th October, 1896.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after the 12th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Wharfedale. Consignees are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.

Hongkong, 9th October, 1896.

NOTICE TO CONSIGNEES.

S. S. "CAM."

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 16th instant or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, when they will be examined on the 16th instant, at 3 P.M.

No Fire Insurance has been effected.

DODWELL, CARILL & Co.,
Agents.

Hongkong, 9th October, 1896.

FOR SAN FRANCISCO.

THE 100 A1 British Ship

"CLAN MACFARLANE"
Templeton, Master, will load here for the above Port, and will have quick despatch.For Freight, apply to
SHEWAN, TOMES & Co.

Hongkong, 9th October, 1896.

Intimation.

A. J. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered, to be decanted at the DISPENSARY before being sent out.

SHERRY.-Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.-Our Clarets, including the lowest Priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.-All our Brandy is guaranteed to be pure COGNAC, the difference in price being merely a question of age and vintage.

WHISKEY.-All our Whiskey is of excellent quality and of greater age than most brands in the market. The SCOTCH WHISKEY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our WINES and SPIRITS to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY.

Hongkong, 15th September, 1896.

MARRIAGE.
At St. Andrew's Cathedral, Singapore, on October 1st, by the Rev. W. H. Duckenley, Colonial Chaplain, WILLIAM BROWN DIXON, of Batu Padang, Perak, to ANNETTE EDITH, daughter of Mr. C. E. Crane.DEATH.
At Keok Road, Orchard Road, Singapore, on October 1st, Mrs. MARGARET MACKAY, aged 77.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 9, 1896.

THE TARIFF QUESTION.

I...THE SHANGHAI CHAMBER'S POLICY.

We publish in another column a portion of certain correspondence-most of it has already appeared in these columns-sent to the local press by the Committee of the Shanghai Chamber of Commerce as having been laid on the table at the meeting of that Committee on the 28th September last. The correspondence in question deals mainly with the questions now pending in connection with the Chinese Tariffs and consists of:-

(1) A letter from Mr. DIXON, as Doyen of the Diplomatic Body in Peking, acknowledging receipt of the Chamber's memorial on the subject of the proposed tax of 10 per cent on manufactures, such as cotton, yarn, and silk thread turned out from the cotton factories and silk filatures in Shanghai and its neighbourhood.

(2) A letter from the Foochow merchants protesting against the enormous duties, far in excess of the five per cent ad valorem duties recognised by Treaty, now levied on teas, and calling attention to the alarming falling off in the export trade in tea, the direct result of these duties.

(3) A letter from the Foochow Chamber of Commerce on the same subject. (4) A long and rather obscure letter from the Shanghai Chamber of Commerce to Colonel DIXON, as Doyen, in which the general question of tariff revision is discussed, and to which we shall refer later.

(5) A letter from the Senior Consul in Shanghai on the same subject as No. 1 and Mr. ALCOCK's acknowledgment. (6, 7, 8) Correspondence between Mr. W. K. WICK, certain Engineers, and the Chamber breaking off the proposed arrangements for Sir CHARLES HARTLEY and Mr. MATTHEWS to survey the Woosung Bar and, finally, a budget of correspondence about the "Telegraph Companies' greed."

This correspondence relating to the particular question of the rates charged Chinese for Chinese messages, and the explanation given by the Companies to justify the half rates paid by Chinese readers very strangely by the light of L. H. HUGHES' statement to an interviewer in America, that "the Chinese characters are so full, and so expressive that a message can be sent in Chinese in less than half the symbols required to transmit the same message in any European language."

But we are mainly concerned this evening with Mr. ALCOCK's letter, on behalf of the Chamber, to Minister DIXON, on the general question of the revision of the Tariffs. It is a lengthy letter, as we said before, but, out of a desire, we presume,

to conciliate Chinese sympathies, it shirks all the practical difficulties attending the question and discusses possible alterations and improvements from a purely academic point of view.

The letter admits the reasonableness of the Chinese demand for revision, because of the Chinese need for an enlarged revenue. It puts forward certain suggestions for the consideration of the Chinese Government, in which an attempt is made to reconcile the interests of the foreign merchants, with due regard to the welfare and prosperity of China.

The first of these suggestions is that too heavy export duties will ruin the export trade by rendering it impossible for Chinese producers to place their goods on the markets at the same or less prices than foreign producers, and so render it impossible for them to sell their goods at a profit or at all, when they must cease to produce. If they had a monopoly of any article, as they once had of tea, the amount of the export duty might only limit the trade and not quite kill it, but the Chinese have no such monopolies now.

India and Ceylon have, to be reckoned with. The second suggestion put forward in this letter is a most objectionable one and one against which all friends of progress must protest and combine. It concedes-what should never be conceded for a moment-that the Chinese methods of government must not be questioned or attacked, although they are at the very root of the evils affecting the tariff question. The writer says, "the needs and system of government in China are based upon no European model and may not lightly be disregarded or set aside," and then it is suggested that some security should be furnished by the Chinese Government for the effective fulfilment of its Treaty obligations, hitherto admittedly disregarded and unfulfilled. The security is to be a reserve fund to be drawn out of the EXCHANGED DUTIES to be levied (the emphasis is ours), to compensate for illegal exactions, *likin, lotin*, and the whole train of inland duties and barrier squeezes of all kinds, which are to be abolished. Bonded warehouses is the next suggestion-a very useful but a very minor one, and really unconnected with the question of increased duties. The abandonment of all export duties or their reduction is then suggested as a return for an increase of import duties, although this suggestion seems here a little out of place, considering what had been said before, and it is coupled with a qualified admission of Transit duties for purposes of internal revenue.

Manufactories are recommended and the introduction of machinery free, with perfect freedom to purchase and transport produce for the use of the factories. The letter now under review then passes from the general subject of treaty revision and deals with the special questions of cotton mills, silk filatures, and teas, and sets out again certain proposals contained in previous memorials, concluding with a reference to the fact of Mr. DIXON having been despatched on a special mission. We purpose to examine, in a separate article to-morrow, the proposals contained in the Shanghai Chamber's letter. We consider them as exceedingly dangerous and as playing into the hands of the Chinese. Reform of the machinery by which the revenue of China is collected ought to be the sole condition on which a revision of the Tariff can be agreed to, for without this reform every other security against breaches of faith and misgovernment of the most mischievous description will be found illusory.

The notice in question could be to the master of a vessel that left Hongkong on the 30th of September or 1st or 2nd October bound for Shanghai. Obviously its contents would be unknown to him and he would therefore essay the difficult navigation of Woosung Bar, perhaps at night, ignorant of the meaning of the signals exhibited and perhaps with disastrous results to his vessel and the lives of those entrusted to his care. The notice to mariners now referred to reads as follows:-

Notice is hereby given that, at 7 a.m. on the 3rd proximo, the direction of the so-called Felma Channel Marks will be altered so that they will indicate the line of the deepest water across the Bar, which, owing to recent changes in the channel, is to the southward of the line of the marks as they now stand.

When the direction of the marks has been changed as above, inward bound vessels should after bringing the Signal Station flagstaff open to the northward of the Station dwelling-house-hall towards the Pootung shore till they get deeper water; and those outward bound should follow a corresponding track.

A. M. BINDER, Coast Inspector.

Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 30th Sept., 1896.

We do not notice any protest in the Shanghai papers, but that is no reason why we should not protest, on behalf of the travelling public, insurance companies, and those who "go down to the sea in ships," against what appears to have been a grave oversight on the part of Captain BINDER, the Coast Inspector. He not only failed to give timely warning at Shanghai, but ignored the importance of Hongkong, whence upwards of a dozen steamers sail for Shanghai every week. And it may be as well to call attention to the fact, in this connection, that very few of the "Notices to Mariners" issued by the Coast Inspector at Shanghai are published in Hongkong, and then only, as a rule, in the *Daily Press* and the *Government Gazette*. In the former the notifications are inserted as advertisements, while in the latter they are published formally and sometimes so late that the information can be of no use whatever to the masters of coasting steamers.

TELEGRAMS.

REUTER'S MESSAGES.

THE WAR IN CUBA.

LONDON, Oct. 7th.

The Spanish forces have sustained three sharp reverses in Cuba.

LORD ROSEBURY RESIGNS THE LEADERSHIP OF THE LIBERAL PARTY.

Lord Rosebury in a letter to the Liberal whip, in which he resigns his leadership of the Liberal Party, says he finds himself at an apparent difference with the mass of Liberals on the Eastern Question and at some conflict of opinion with Mr. Gladstone; also that he receives implicit support from scarcely any quarter.

(From L'Avant du Tonkin.)

THE TSARVITCH.

PARIS, September 27th.

The report that the Tsarvitch has been seriously ill is contradicted.

THE REVOLT IN THIBET.

PARIS, September 28th.

An English despatch from Shanghai states that the whole of Thibet is in revolt against China.

ITALY AND FRANCE.

Count Toriselli and Mr. Hanotiaux have signed a new treaty having reference to the Italian trade with Tunis. Italian products are admitted in Tunis under the lowest tariff rates leviable on French goods.

THE REBELLION IN THE PHILIPPINES.

PARIS, September 29th.

There is an improvement in the situation at Manila.

LOCAL AND GENERAL.

H.M.S. *Archer* has arrived at Nagasaki from Komoloff Bay, Hakodate, and other northern ports.

At a special general meeting of shareholders in the Singapore Insurance Co. (in liquidation) on the 1st instant, the report of the Liquidators was accepted without discussion.

H.M.S. *Daphne* is under orders to proceed to Manila. The Nagasaki Express says this vessel is one of the "uncomfortable ships" on the China Station. The *Daphne*, it adds, "is given a bad name by her present crew."

It is notified by express that owing to the unsettled state of the weather and the softness of the pitch the opening match of the cricket season will not be played to-morrow, but is postponed till Saturday, the 17th.

The Bank of Bombay, says the *Times of India*, "holds the premier position among the Presidency Banks, and has now attained a position of strength and influence second to none in India." Its Reserve Fund has now been raised to sixty lakhs.The chartered Spanish transport *Montserrat*, Capt. Marroig, with troops for the Philippines, arrived at Singapore on the 1st October from Barcelona, via Penang, calling on route at Malta and Aden. She left Barcelona on the 8th September, having on board 93 passengers, 31 officers, and 1,043 troops.On Tuesday afternoon great excitement was occasioned in naval circles by an alarm of plague on the *Victor Emmanuel*. The patient was promptly sent ashore and all leave stopped after 6 p.m. for ten days. On arrival at the Naval Hospital the case was pronounced not to be plague, to the great relief of all concerned.The *Osaka Mainichi* reports that the German Government Printing Bureau has decided to establish a section for Japanese typography and has ordered Japanese type from the Tokyo Trukiji Type Foundry. Three of the compositors in the Bureau are now being instructed in the Japanese language at the Oriental Language School at Berlin.-A move in the right direction upon which our progressive Teutonic friends are to be congratulated.

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Those interested in the Navy should read "The British Fleet" by Commander Robinson, R.N., (George Bell & Sons, London). The book is profusely illustrated and deals with the Navy, and naval questions, from its earliest days to the present time. It is also a book that will serve to fill away many a spare half hour in a profitable manner.

The destination of H.M.S. *Rattler* has been changed, and she will leave for Japan, instead of Newchwang, as soon as her new captain, Lieutenant-Commander the Hon. G. A. Hardinge, arrives. We hear he is expected by the *Yokohama* on the 16th. It is not decided what ship will winter at Newchwang in place of the *Rattler*, but if one is told off it will probably be the fierce commerce-destroyer *Hydrabad*.The Rev. Father Fée, Bishop-designate, is expected to arrive at Singapore from Penang on about November 1st. The consecration has, we understand, been fixed for November 22nd, and the ceremony will be conducted by His Grace the Archbishop of Pondicherry. The Bishops of Rangoon and Saigon have, according to the *Singapore Free Press*, also been invited to attend, and there will, of course, be a large attendance of the clergy from Penang, Malacca, the Native States, and elsewhere.

A BAYOKOK paper solemnly announces that "Mr. Richards, mining expert, is shortly expected to Siam." This makes the one thousand one hundred and ninth, or thereabouts, mining expert that has visited Siam during the last 10 or 12 years. By this time the Siamese Government must have enough information and reports about their mines, their probable wealth, cost of getting the wealth out, &c., &c., to fill a good old English donkey-cart, and yet Siamese mines don't seem to boom much; do they?

It seems strange that the porcupine is allowed to live a life of immunity from danger when one considers what a valuable article of diet it would make. Those who have tasted porcupine flesh compare it to beef or veal, from which it is only to be distinguished by its darker colour. The liver is considered a delicacy and, strange to say, the meat has no fatty flavour whatever. The porcupine reported to have been seen floating in Kowloon Bay the other day is said to have been assayed by hungry Customs officers, who had a tip-top meal off it.

The *Calcutta Statesman* in a recent issue says:-The Calcutta Mint find it a matter of impossibility to prepare the dies for the Volunteer Long Service medal, owing to the European engraver, to whom alone the work can be entrusted, being unable to attend to it on account of impaired eyesight. The necessary arrangements have, therefore, been made to obtain the dies from England, and on their receipt they will be forwarded to the Calcutta Mint, with a view to one thousand medals being struck off.Under the head-line "A War of Commerce" *Indian Engineering* holds forth thus:-Japan is going ahead, occupying as she does in the East a somewhat similar position to what England occupies in the West. Japan's islands are in the Pacific and England's in the Atlantic; she knows how to turn her position and her resources to advantage. Japan is just now spending "a not less sum than 27 lakhs of rupees on new vessels" to carry on a way of commerce with Europe. "Japan's commercial marine comprises 249 vessels of all tonnage, by far the major portion being over 1,000 tons."

Should the present atmospheric depression develop, the Volunteers are likely to have a novel experience under canvas at Stonecutters' Island. It is certainly better that they should have tents instead of makeshifts this year, as it will give them some idea of what campaigning is really like, while turning out in the rain to slacken tent-rope or give a peg an extra tap or two will add a pleasant savour of reality. It is a pity that servants should be allowed in camp. Why not teach our noble defenders to shift for themselves for a while? As if they couldn't put on their hair and hang up their heads without the aid of servants! Preposterous! Menstruous to the extreme!

We read in a copy of the *Calcutta Statesman* received by the *Catherine APCAR* to-day that quite recently, on board the R.T.M.S. *Lawrence*, at Bussorah, the Royal Humane Society's bronze medal and certificate were presented to Sheikh Ebrahim, a lascar, for having effected a rescue from drowning. On the 1st December, 1895, at Bussorah, one of the crew employed in the boats hanging in the davits missed his footing and fell overboard, striking his head against one of the open ports in his fall and being stunned. He would in all probability have been drowned had not Sheikh Ebrahim jumped overboard and saved him, holding him up till a boat picked them up. Two life-buoys had been thrown to him from the ship, but he missed both. The tide was running ebb about two knots at the time, and carried the life-buoys away. The presentation took place in the presence of the officers and crew of the vessel, who assembled on the quarter-deck. Lieut.-Com. A. Piffard, R.T.M., in presenting the medal and certificate to Sheikh Ebrahim, narrated the circumstances under which they were granted, and said it gave him great pleasure to be the means of recompensing a brave deed. He drew attention to the fact that the scene of the presentation was the very scene of the exploit. He then described the nature of the medal and certificate to Sheikh Ebrahim, and informed the crew that the Queen-Empress was the patron of it. After explaining the inscriptions on the medal, he pinned it on the man's right breast. The ceremony was then brought to a conclusion with three cheers for the recipient.

MEMORANDA.

TO-DAY, 9th October.

Dividend of \$15 on shares of the Union Insurance Society of Canton, Ltd., payable to-day.

TO-MORROW, 10th October.

2.30 p.m.-Auction of household furniture, &c., at No. 45, Wyndham Street, by Mr. G

Firmations.

KOPS ARE STILL RUNNING!!!

24 Gold Medals Awarded in 1894 & 1895.



BRIGHT PURE!! SPARKLING!!! Brewed and Bottled with Hops only.

SOLE AGENTS:-

WATKINS & CO., HONGKONG.

SOCIETE ANONYME DE TRAVAUX
DYLE ET BACALAN

Capital: 2,300,000

Head Office: 13, Avenue d'Orléans, Paris

WORKS IN EUROPE:

at Bordeaux (GARONNE), France

at Louvain (DYLE), Belgium

Railways and tramways, iron and hollow steel, bridges and various wheels. Wheels and axles combined, 2-axle and 4-axle for Railway, and also portable (demonstrable) bridges for roads, bridges and mobile frames, steam engines and steamboats, boilers and steam engines, etc.

CONTRACTORS

Constructing and working

Railways and tramways

Apply to M. DODWELL CARLILL & Co., Hongkong, Agents for the above works in Paris.

SPECIAL MAKERS OF ARTICLES FOR LADIES' COMPLEXION

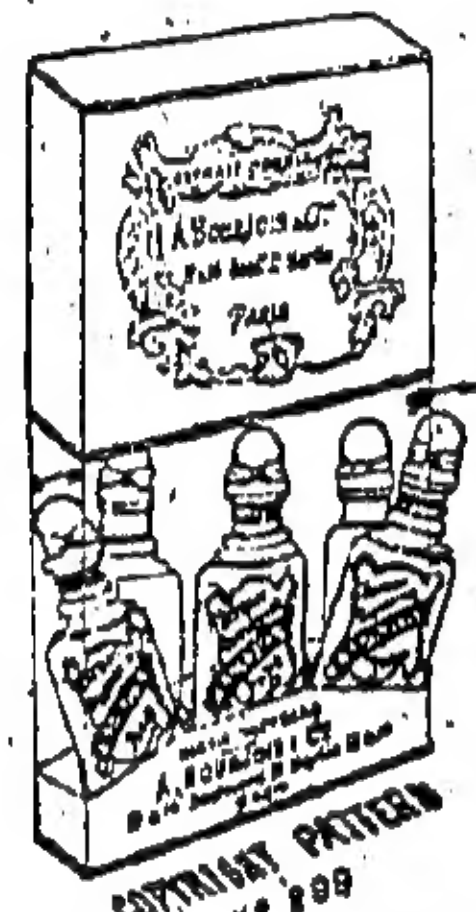
JAVA POWDER

SOLD EVERYWHERE

LARGE ASSORTMENT OF

PARFUMERY PUT UP IN THE LATEST

PARISIAN STYLE



12 & 14, Boulevard de la Madeleine

PARIS

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood, or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

Shipping.

STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship

"CAM,"

Captain Shaw, will be despatched as above on

or about SATURDAY, the 10th instant.

For Freight or Passage, apply to

DODWELL CARLILL & Co.,

Agents.

Hongkong, 3rd October, 1896. [1514]

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAITAN,"

Captain J. S. Roach, will be despatched for the

above Ports on SUNDAY, the 11th instant, at

Daylight.

For Freight or Passage, apply to

DOUGLAS LARLICK & Co.,

General Managers.

Hongkong, 9th October, 1896. [1566]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ASLOUN,"

Captain J. Murray, will be despatched for the

above Port on MONDAY, the 12th October.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 24th September, 1896. [1508]

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIAN,"

Captain C. B. N. Dodd, will be despatched as

above on TUESDAY, the 13th instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 8th October, 1896. [1560]

AUSTRIAN LLOYD'S STEAM NAVIGATION

COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN

GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"VINDOBONA,"

Captain Bollen, will leave for the above places

on WEDNESDAY, the 14th instant.

For Freight or Passage, apply to

SANDER & Co.,

Agents.

Hongkong, 7th October, 1896. [1561]

OREGON RAILWAY AND NAVIGATION

COMPANY'S PACIFIC

STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Almora..... Thursday... 15th October.

TAKING PASSENGERS AND CARGO FOR UNITED

STATES AND CANADA AT THROUGH RATES.

THE Steamship

"ALMORE,"

will be despatched hence for VICTORIA, (B.C.),

and PORTLAND, OREGON, via KOBE and

YOKOHAMA, on THURSDAY, the 15th

October.

Consular Invoices of Goods for United States

Points should be in quadruplicate, and one

Copy must be sent forward by the Steamer to

the care of the GENERAL FREIGHT AGENT,

Oregon Railway and Navigation Co., Portland,

Oregon.

For further information as to Passage and

Freight, apply to

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 25th September, 1896. [1509]

NIPPON YUSEN KAISHA.

JAPAN-AUSTRALIAN LINE.

(Under Mail Contract.)

FOR THURSDAY ISLAND, TOWNSVILLE,

BRISBANE, SYDNEY AND

MELBOURNE.

THE Company's Steamship

"YAMASHIRO MARU,"

Captain James Jones, will be despatched for the

above Ports on SATURDAY, the 17th October,

at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, 24th September, 1896. [1495]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

(Taking Cargo at through rates to COPENHAGEN,

STOCKHOLM, NORRKOPIING, GÖTE,

DANZIG and KÖNIGSBERG, with transshipment

in HAMBURG.)

THE Company's Steamship

"TELENA,"

Captain Scott, will be despatched as above on

MONDAY, the 19th instant.

For Freight, apply to

ARNHOLD, KARBERG & Co.,

Agents.

Hongkong, 6th October, 1896. [1487]

NORDEUTSCHER LLOYD.

STEAM TO

YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE Company's Chartered Steamship

"DAPHNE,"

Captain Samelson, will leave for the above

Ports on or about WEDNESDAY, the 1st inst.

For Freight or Passage, apply to

MELCHERS & Co.,

Agents.

Hongkong, 6th October, 1896. [1555]

FOR NEW YORK, VIA SUEZ CANAL.

THE "Warrack" Line Steamer

"ARGYLL,"

Captain Wm. Ward, will be despatched for the

above Port on or about the 24th instant.

To be followed by

The "MILBURN" Line Steamer "PORT

PHILLIP" on or about the 9th November,

and

The "MOGUL" Line Steamer "AFRIDI"

on or about the 24th November.

For Freight or Passage, apply to

DODWELL CARLILL & Co.,

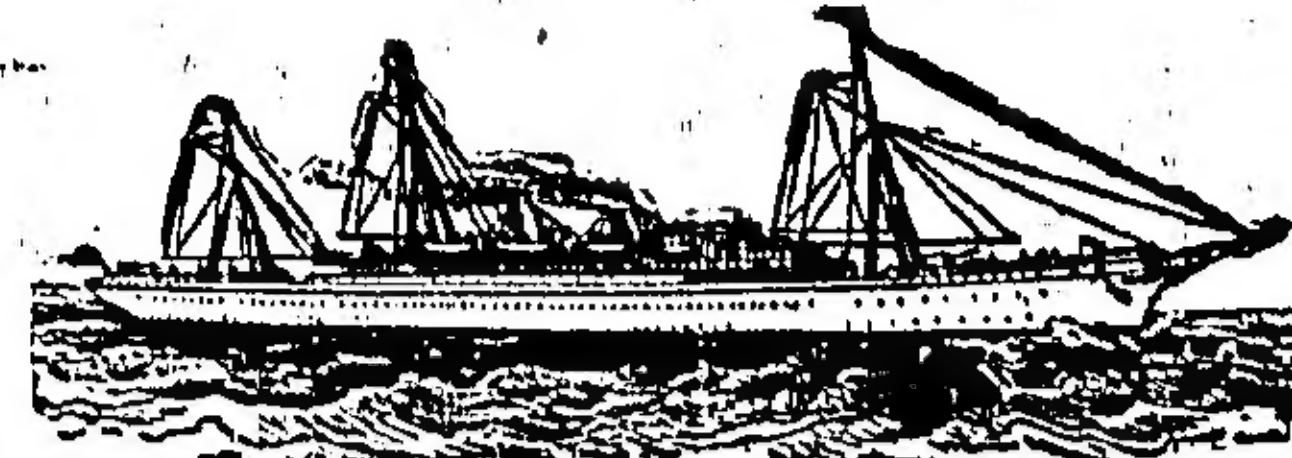
Agents.

Hongkong, 6th October, 1896. [1579]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA

AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 28th October.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 25th November.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 23rd December.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF

JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12

DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL

TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent

FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is

made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return

tickets at various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military,

Diplomatic and Civil Services, and to European Officials in the Service of China and Japan

Government.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney

Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for

9 months, £100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS

(the Company having received the highest award for same at recent Chicago World's Exhibition)

and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the

Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by

the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Piddar's Street.

Hongkong, 30th September, 1896. [5]

OCCIDENTAL & ORIENTAL

STEAMSHIP

COMPANY.

TAKING CARGO AND PASSENGER TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS.

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 4th Nov., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 21st Nov., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 8th Dec., at Noon.

THE Company's Steamship

"DORIC"

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA AND HONOLULU, on

TUESDAY, the 27th October, 1896, at Noon,

taking Passengers and Freight for Japan, the

United States, and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at Honolulu,

and passengers are allowed to break their

journey at any point en route.

Through Passage Tickets granted to England,

France and Germany by all trans-Atlantic lines

of Steamers, and to the principal cities of the

United States or Canada. Rates may be

obtained on application.

Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

Routes from San Francisco, including the

SOUTHERN PACIFIC, CENTRAL PACIFIC,

UNION PACIFIC, DENVER and RIO

GRANDE, and NORTHERN PACIFIC RAIL-

WAYS, also the CANADIAN PACIFIC RAIL-

WAY, on payment of £4 in addition to the

regular tariff rate.

Passengers holding ORDERS FOR OVERLAND

CITIES in the United States have, between

SAN FRANCISCO and CHICAGO, the option of

the SOUTHERN PACIFIC, CENTRAL

PACIFIC, UNION PACIFIC, DENVER and

RIO GRANDE, and other direct connecting

Railways, and from Chicago to destination the

choice of direct lines.

Particulars of the various routes can be

had on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic and Civil Services, to European

Officials in the service of China and Japan, and

to Government officials and their families.

All PARCEL PACKAGES should be marked to

address in full, and same will be received at

the Company's Office until Five P.M. the day

previous to sailing.

Consular Invoices to accompany Cargo des-

tined to Points beyond San Francisco, in the

United States, should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 30th September, 1896. [15]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION

AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMAN'S BAKING POWDER

COMPOSITION AND HAND BRAND,

HARTMAN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong,